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RESPONDING to some proposed changes in FAA's policy on High Intensity Radiated (Electromagnetic) Field (HIRF) energy, the General Aviation Manufacturers Association said it "strongly believes that the draft policy interim guidelines should NOT be published as written." Stan Green, GAMA vice president and general counsel, said that although the revised policy guidelines were intended to "reduce ambiguous or incorrect interpretations of the guidelines...provide uniformity...and allow use of service experience and similarity of systems...for meeting the HIRF policy guidelines," the proposed revisions "do not address these three objectives. It appears to GAMA that the draft is an expansion of the existing December 5, 1989 policy paper and is more ambiguous than the original" (*see related article below*).

PROVISIONS of the new Clear Air Act could result in fuel availability problems for operators of thousands of piston-powered aircraft. The bill requires fuel suppliers to drastically reduce the amount of lead in fuel, including aviation gasoline, and oil companies say this could limit avgas to a maximum of 93.5 octane, a level that could effectively ground aircraft that require higher octane fuel. At least one leading supplier of aviation gasoline, and possibly others, plan to meet with general aviation groups this month to discuss strategy for modifying the legislation.

AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES is developing a group permit application process for airports that have to comply with new storm water runoff regulations from the Environmental Protection Agency (*BA, Dec. 10/226*) and AAAE officials anticipate that "99 out of a 100" airports will probably want to pursue the group application process rather than going it alone. National Air Transportation Association is urging its fixed-base operator members to contact their local airport managers to discuss the application requirement. Deadline for filing group applications with EPA is March 15.

SEN. NANCY KASSEBAUM (R-Kan.) is expected to reintroduce a general aviation product liability reform bill this session that is "very similar" to last year's bill, S.640. The bill will have minor changes resulting from comments Kassebaum received from the Justice Department, but will contain no substantive changes to the major provisions.

INDUSTRY OFFICIALS STILL FRUSTRATED WITH FAA POLICY ON HIRF TESTING

Aviation industry officials, frustrated with FAA's unwillingness to modify what the industry believes are overly stringent requirements for protection of electronic equipment from the effect of High Intensity Radiated (Electromagnetic) Field energy, suggested last week that if the HIRF threat is as serious as some FAA officials maintain then FAA should ground the entire civil fleet to prevent loss of life.

In a letter last week to Jack McGrath, manager of the Aircraft Engineering Division at FAA headquarters, Monte Mitchell of the Aircraft Electronics Association complained about recent statements by Abbas Rizvi, who has been actively involved in development of FAA's HIRF policy. Mitchell charged that during a recent conversation, Rizvi said, "The AEA and other associations have no interest in the future technology of aircraft. We (civil aviation industry) are only interested in private gain, without regard to safety."

The letter from Mitchell, executive director of AEA, is the latest installment in the HIRF controversy that arose 13 months ago when FAA issued–without seeking public comment–a series of new standards to

(Continued on the following page)

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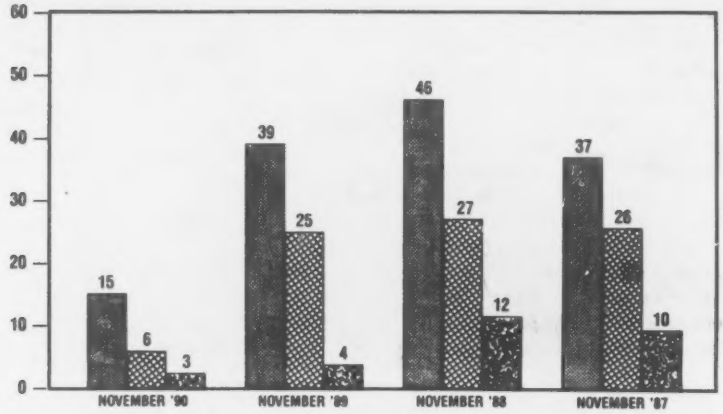
USED RETAIL JET DELIVERIES - NORTH AMERICA



FOR THE MONTH OF NOVEMBER

LIGHT

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

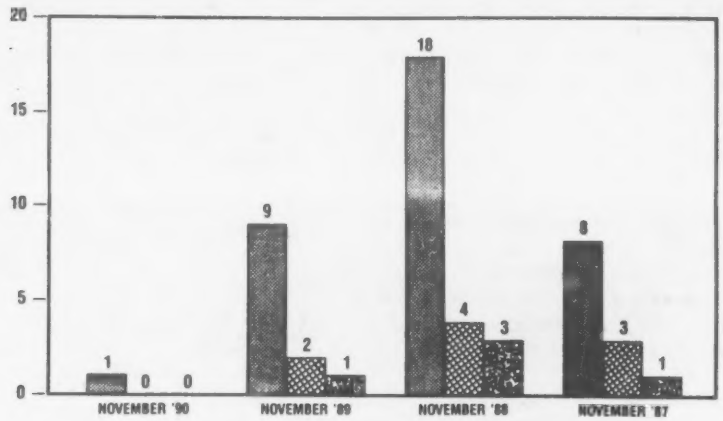
MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55E/55L/55CL/55XL/55C
Sabreliner (All Models)

HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



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Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

MEDIUM

Citation 3
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I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55E/55L/55CL/55XL/55C
Sabreliner (All Models)

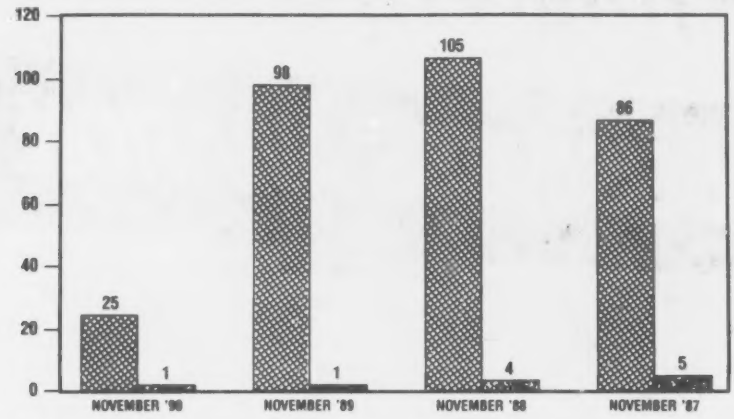
HEAVY

CL600/601 Challenger
Falcon 50/800
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

DECEMBER 1990

USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



FOR THE MONTH OF NOVEMBER

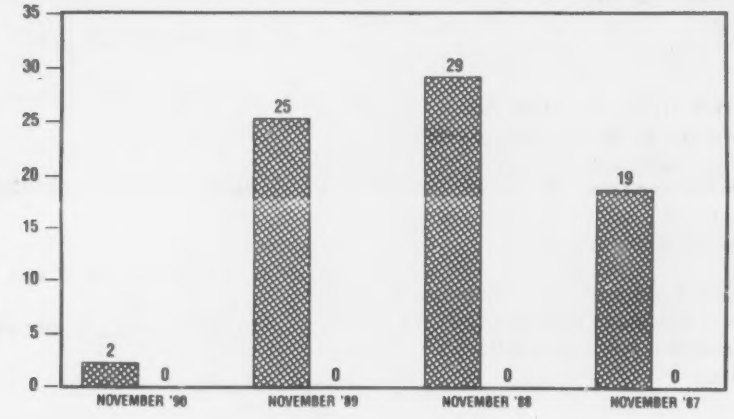
MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/405/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

HEAVY

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F 27 Friendship and similar type aircraft

USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



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SOURCE: AVDATA, INC., WICHITA, KS. DECEMBER '90